

Aruba Esso News

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Annuitant Builds Carousel As "School" Lure

"I Plan To Help Children"

Adam Branningan, who retired from Lago April 1, is on his way to the Virgin Islands. Traveling with him is a half-finished merry-go-round and an idea he hopes will keep him busy in the years to come.

"I plan to help children," Mr. Branningan explained before he sailed for his native St. Croix. "I'll

have the time now and by helping them I'll be helping myself."

Mr. Branningan came to Aruba 21 years ago to work for Lago in the Yard Craft. He left the company in 1936 and returned in 1942 as a laborer C in the Garage. When he retired he was a garage helper B with over 15 years of service.

During the years he spent in

Aruba, Mr. Branningan saw his two sons and one daughter grow to adulthood. One son and the daughter married, the other son - a United States citizen - joined the U.S. Navy.

With no youngsters of his own, Mr. Branningan turned his attention to neighborhood children. Through games, contests and parties he or-

ganized he grew to know them and to feel there were areas in which they were not receiving needed instruction.

After studying the problem, he decided the best way to provide the instruction would be to show moving pictures on the topics he thought were important.

He bought a 16 mm. moving

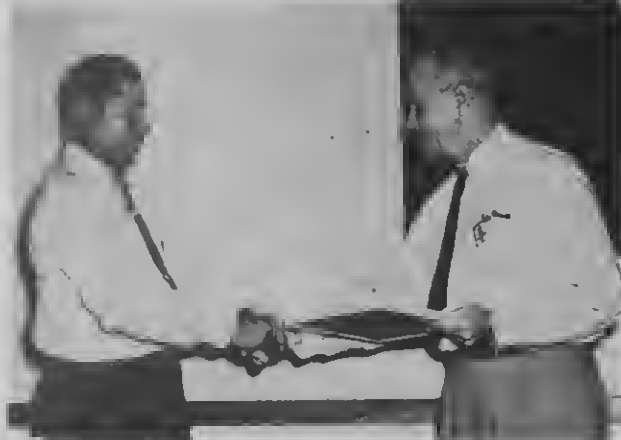
picture projector and - in the Excelsior Brass Band Club building, in the United Negro Improvement Association headquarters - Mr. Branningan showed films he borrowed and rented.

The films he choose were aimed at teaching the value of self confidence, the importance - as Mr.

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GENERAL Superintendent F. E. Griffin congratulates Matheo Koolman (above) and V. S. Wernet (right) as he presents their 30-year buttons and certificates.



GENERAL Superintendente F. E. Griffin ta duna congratulacionnan na Matheo Koolman (banda robes) y V. S. Wernet (p'ariba) ora el ta presenta nan cu nan botonnan di 30-anja y nan certificadonan.

Two Employees Given 30-Year Awards

Thirty-year service buttons were presented last month to two employees - Matheo Koolman and Venancio S. Wernet, both of Receiving & Shipping. The presentations were made during a meeting of the Management - Staff Committee June 15.

Mr. Koolman was first employed in 1925 in what is now the Yard Craft. In 1937 he transferred to Receiving and Shipping where he is employed today as a corporal C.

Mr. Wernet was also first employed in 1925. He was assigned to

Receiving and Shipping and has completed his 30 years there with no deductible absences. His current rate is corporal A.

Neither Mr. Koolman or Mr. Wernet has suffered a lost-time industrial accident.

Lago Developing A New First Aid Training Plan

Lago's Safety Division is currently developing a first aid training program which may involve over 500 employees. Classes are expected to get underway in mid-July.

Scheduled is a 10-hour course of basic instruction, a course for new instructors and a refresher course for instructors who received training during 1953.

First aid training at Lago dates back to 1940 when a four-hour course was given. The program was prompted by the outbreak of hostilities in Europe and the possibility of their extension to Aruba.

By the time World War II was over, more than 150 employees had received basic first aid instruction. Training in care of the injured was continued and by 1953 over 500 employees had taken the course.

That year some 50 employees were selected to be trained as instructors. They were enrolled in a company First Aid Organization which was called to active duty last year when Hurricane "Hazel" threatened the island. These employees must take a refresher course prior to 1956 to retain their certification as qualified first aiders.

In order to provide this training, to enlarge the company's corps of instructors and to train other employees in the basic principles of first aid, the current program was undertaken.

Selection of employees to take the basic training will be based on the need to have trained personnel on each of the three shifts. Instruction will be given both men and women. Classes will be conducted two hours each day for five consecutive days. Classes will be composed of 10 to 12

employees who will meet at various training facilities throughout the refinery.

Employees taking basic instruction will spend some seven hours practicing prescribed forms of procedure and treatment and three hours receiving instruction in what to do - and what not to do - for an injured person.

The course will cover minor wounds, serious wounds, burns, unconsciousness, dislocations and fractures, electric shock, trunk injuries, back and neck injuries, artificial respiration, transportation and other first aid details.

Of the 51 employees trained as instructors in 1953, 33 are available for the work. These employees will receive a three-hour refresher session on the basic course - now revised - which they taught two years ago. Additional employees will be trained as instructors and as they become qualified, will be included in the instructor corps.

Instructors will form the nucleus of a First Aid Organization which can be called upon at time of emergency. Such an organization has been recommended by the company's Security Committee. The organization would be designed to serve on the job and in the event of an emergency could assist in the community.

It is expected that 500 employees trained in first aid will be needed to adequately meet the company's requirements. It is anticipated that the first round of training will consume at least one year. It will then be necessary to provide these employees with periodic refresher courses to enable them to maintain their status as qualified first aiders and instructors.

Newly-Amended Sickness Rule Is Now In Effect

The recently-amended 1936 Netherlands Antilles Sickness Regulation went into effect June 23. For employees earning Fls. 20 or less per day the regulation now provides:

Sickness benefits payable for the entire lost-work-time period if the employee is hospitalized during any portion of the lost-work-time.

Sickness benefits payable for the entire lost-work-time period if the employee is ill more than three days.

Prior to adoption of the amendment by the Antilles' Legislative Council, employees were not entitled to sickness benefit payments before the fourth lost day of work.

The law establishes a maximum of Fls. 10 per day as the basis for determining sickness benefits due employees who earn up to Fls. 20 per day and sets the employee's normal daily wage as the basis for benefits due those earning Fls. 10 or less per day.

Thus, under the law, an employee normally earning Fls. 18 per day would be eligible to receive 50 per cent of Fls. 10 or Fls. 5 per day if hospitalized; 70 per cent or Fls. 7 per day if TIQ.

An employee earning Fls. 8 per day would be eligible to receive 50 per cent of Fls. 8 or Fls. 4 per day if hospitalized; 70 per cent of Fls. 8 or Fls. 5.60 if TIQ.

Lago has not changed the provisions of its Disability Benefit Plan. Employees hospitalized or TIQ will receive the more liberal benefits to which they are entitled by wage rate and service under the plan. Benefit payments required by the revised regulation will also be made.

Safety Council Head Ned H. Dearborn Is Slated To Visit Lago

To Present Top Contest Award At Ceremonies Here July 18

Ned H. Dearborn, president of the National Safety Council and known throughout the world wherever the green cross is a familiar insignia as "Mr. Safety," will be Lago's guest July 17, 18, 19, and 20. The occasion warranting the appearance of a man who is the personification of safety is the presentation to Lago and its workers of

the 1954 first place award in the National Safety Council Contest - Petroleum Manufacturing Section.

The presentation of this all-important award will take place Monday afternoon, July 18 between 1 and 1:30. Employees who can be spared from their jobs at this particular time are invited to attend the ceremonies scheduled to be held in the metal trades area of the Main Shops. Invitations are also going out to members of the Lago Employee Council, Special Problems Advisory Committee, District Representatives, Foreign Staff Advisory Committee and the 1954 Safety Program Study Group.

It is befitting the award and the record that Mr. Dearborn, a man so prominent in the safety field, should make the presentation. For not only did Lago's employees win the first place award, but they were responsible for the lowest frequency rate in the company's history.

At the award ceremonies, General Manager O. S. Mings will introduce Mr. Dearborn. His award presentation will be followed by acceptance remarks by President J. J. Horigan.

Mr. Dearborn, who recently returned to his Chicago office after a tour of National Safety Council member enterprises in the Philippines, will arrive in Aruba July 17. He will be met at the airport by General Superintendent F. E. Griffin and Safety Division Head E. J. Kulisek.

Monday morning, July 18, he will meet the members of executive management to be followed by a refinery tour. That evening he has been invited to address a joint meeting of Rotary and Lions clubs at the Trocadero. Plans are also being made to broadcast Mr. Dearborn's speech.

Tuesday, July 19, arrangements have been made for Mr. Dearborn to meet with Lago supervisors. Present plans call for two meetings from 10:45 to 11:45 and 2:45 to 3:45 in the Esso Club Theatre. The meetings will give Mr. Dearborn an opportunity to discuss with supervisors their important role in accident prevention.

His last day here, July 20, Mr. Dearborn's morning will consist of an island tour and a joint meeting

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Ex-Empleado di Lago Tin un Plan pa Yuda Muchanan di St. Croix

Adam Branningan, kende a bai cu pension for di Lago April 1, ta en viahe pa Virgin Islands. Hunto cu ne el a hiba un cabaito mita cla y un idea cu el ta spera di tenele ocupa den e anjanan venidero.

"Mi tin plan pa yuda muchanan," Sr. Branningan a splica promer cu el a subi barco pa bai su tera natal St. Croix. "Awor mi tin tempo y door di yuda nan lo mi yuda mi mes."

Sr. Branningan a yega Aruba 21 anja pasá pa traha pa Lago den departamento di Yard. El a larga servicio di compania na 1936 y a bolbe atrobe na 1942 como un Laborer C na Garage. Dia cu el a bai cu pension el tabata Garage Helper B cu mas di 15 anja di servicio.

Durante e anjanan cu el a pasa na Aruba, Sr. Branningan a mira su dos yiu homber y un yiu muher crece y bira mayor di edad. Un yiu homber y e yiu muher a casa, e otro yiu homber - un ciudadano di Estados Unidos - a drenta servicio Naval di Estados Unidos.

Como e no tabatin yiu chikito mas di su mes, Sr. Branningan a dirigi su atencion na muchanan den vecindario. Pa medio di weganan, concurso y fiesta cu el a organiza el a sinja conoce nan - y a sinti cu tabatin algun punto den cual nan no tabata ricibi e educacion necesario.

Despues di a studia e problema, el a dicidi cu e mehor manera pa duna e educacion lo ta door di munstra pelicula ariba asuntonan cu el a pensa cu tabata di importancia.

El a cumpra un projector pa pasa pelicula di 16 mm. y - den edificio di Excelsior Brass Band Club y oficina di "United Negro Improvement Association" - el tabata munstra pelicula cu el tabata presta y huur.

Filman a Sinja Muchanan

E filman cu el a escoge tabata intencioná pa sinja e muchanan e valor di confianza den nan mes persona, e importancia - manera Sr. Branningan ta yamele - pa "tene bo mes apto," historia di democracia, historia di negocio privá y otro asuntonan.

"Esakinan ta e cosnan cu muchanan mester sinja ademas di nan ensenanza na school," Sr. Branningan a bisa. "Mi tabata kier pa nan haya e chens aki. Mi tin plan pa haci mescos na mi tera St. Croix."

Pafor di Christiansted, un ciudad di algun 4500 habitante, Sr. Branningan a traha un cas, banda di cual tin un pida terreno cu ta su propiedad tambe. El ta spera di converti e terreno aki den un school den aire libre unda muchanan lo sinja nan "obligacionnan como ciudadano" y - "sistema di biba Americano" - a atrobe - e importancia di "tene nan mes apto."

Teniendo e principio na memoria cu "hungamento sol sin trabao ta haci un mucha inactivo," Sr. Branningan a usa su ensenanza na Garage pa duna su estudiantenan di futuro un bon pasatempo. E resultado tabata un cabaito mita cla cual el a hiba cu ne abordo di un barco di Santo Domingo cu destinacion pa St. Croix.

November anja pasá, siendo Sr. Branningan tabata sabi cu su tempo di pension ta yegando, el a cuminsa prepara pa su school. For di Lago el a ricibi tubo y otro material bieuw.

Trahando den su ora liber tras di su cas na San Nicolas, Sr. Branningan a cambia e material bieuw den un cabaito cu el a designá. Despues el a saka e drive shaft y transmision for di un truck bieuw y a instala esaki pa draai e cabaito. El a drecha un motor di auto di 6 cilindro pa duna forza pa draai e cabaito y a instala un brake pa controla movimiento.

Despues el a torno henter e estructura pa barka nan abordo di e barco.

Na St. Croix Sr. Branningan tin plan di pone e asientos, luz y musica pa e cabaito, verf e estructura den colornan brillante tradicional di cabaito y instalé den e terreno habri.

Cabaito lo ta Atraccion

El ta spera cu e cabaito lo sirbi como un atraccion pa e obheto berdadero di su proyecto - esta pa munstra pelicula gehuur tocante e asuntonan cu el ta pensa cu ta di hopi importancia.

"Ora e muchanan bira cansá di e cabaito," el a splica, "lo mi tin otro cos pa nan. Den vecindario lo mi tin mi projector instalá y un telon. Ora nan cansa di mira pelicula, nan por bolbe bai ariba e cabaito. Pero, entre tanto nan lo a haya un chens di sinja algun di e cosnan cu mi ta pensa lo ta importante pa nan - y ami lo tin un chens di sinja tambe."

Sinjanza tabata un punto importante pa Sr. Branningan den henter su bida. Fuera di a bira un mechnico di auto, el a sinja tambe trabao di boiler-maker, a completá un curso di correspondencia den refrigeracion y un poco tempo despues cu el a retira, ocho dia promer cu a cumpli 60 anja, el a ricibi un certificado pa un curso di correspondencia pa radio y aparatonan electrico.

E educacion variá di Sr. Branningan a yudele hopi den e programa di Coin Your Ideas di Lago. Anja pasá el a ricibi un premio capital pa designá y traha un rekki cu a haci mas facil y mehorá mantencion y reparacion di scooters.

Promer cu el a larga Aruba, Sr. Branningan a pone un ultimo fiesta pa e muchanan den vecindario - y a usa esaki como un medio pa sinja un otro les. El a duna prijsnan pa e mehor tiradornan di rifle, despues a papia cortico ariba cuida y tratamiento cu cuidao cu rifle.

Hefe di Safety

(Continúa di pagina 1)

Dialuna mainta, Juli 18, lo e reuni hunto cu e miembronan di conseho ehecutivo di directiva despues di cual un paseo den refineria lo worde haci. E anochi ey el a worde pidi pa papia na un reunion conjunto di clubnan Rotario y di Leones na Trocadero. Plannan tambe ta worde prepará pa transmiti e discurso di Sr. Dearborn.

Diamars, Juli 19, arreglo a worde haci pa Sr. Dearborn reuni cu hefenan di Lago. Plannan actual ta inclui dos reunion for di 10:45 te 11:45 y di 2:45 te 3:45 den Teatro di ESO Club. E reunionnan lo duna Sr. Dearborn un oportunidad pa discuti cu hefenan nan parti importante den prevencion di accidente.

Su ultimo dia aki, Juli 20, Sr. Dearborn lo pasa su mainta haciendo un paseo ariba e isla y teniendo un reunion conjunto cu Management Staff y comité ehecutivo di Lago. Promer di sali cu avion di 4:30 p.m., un conferencia di prensa a worde arreglá na Strand Hotel. Tur miembro di prensa lo worde invitá pa cera conoci y papia tocante seguridad cu e homber cu probablemente a haci mas pa haci seguridad un cos di tur dia cu cualkier otro persona of organizacion.

For di Aruba, Sr. Dearborn lo viaha pa Venezuela unda el lo ta

After The Merry-Go-Round, Movies



BEFORE it was finished, neighborhood children started playing on the merry-go-round shown with Mr. Branningan (above). In St. Croix he'll put in seats and hook up the driving mechanism.

PROMER cu e tabata cla muchanan di vecindario a cuminsa hunga ariba e cabaito munstrá cu Sr. Branningan (p'ariba). Na St. Croix el lo pone asientos y conecta e machiencra pa corre e cabaito.

Merry-Go-Round

(Continued from page 1)

Branningan put it - of "keeping fit," the history of democracy, the story of private enterprise and other topics.

"These are things, along with their regular schooling, that children should learn," Mr. Branningan said. "I wanted to make sure they got the chance. I plan to do the same type of thing back home in St. Croix."

Outside Christiansted, a town of some 4500 persons, Mr. Branningan built a home next door to a vacant lot he owned. He hopes to turn the lot into an out-door school where children will learn "civic duty," the "American way of life" and - again - the importance of "keeping fit."

Operating on the principle that "all play and no work makes Jack a dull boy," Mr. Branningan called on his garage training to provide his future students with entertainment. The result was the half-finished merry-go-round which he took with him aboard a Santo Domingo sailboat bound for St. Croix.

Last November Mr. Branningan, knowing that retirement was drawing near, started preparing for his school. From Lago he received pipe, angle iron, flat iron and other

scrap material.

Working during his spare time behind his home in San Nicolas, Mr. Branningan bolted the salvaged metal into a merry-go-round which he designed. Then he disassembled an old truck drive shaft and transmission and put it back together again to turn the merry-go-round. He reconditioned a six-cylinder automobile engine for power and rigged a mechanical brake for control.

Then he disassembled the entire structure to fit it aboard the ship.

In St. Croix Mr. Branningan plans to install seats, lights and music in the merry-go-round, paint it in the traditional gay colors of the carousel and set it up in the vacant lot.

He hopes the merry-go-round will serve as an attraction for the real purpose of his project - showing rented moving pictures about the topics he feels are so important.

"When the children get tired of the merry-go-round," he explained, "I'll be ready for them. Nearby I'll have set up my movie projector and a screen. When they get tired of the movies, they can go back on the merry-go-round. But in the meantime they will have had a chance to learn some of the things that I think will be important to them and I'll have a chance to learn too."

Lago Heights Bachelors Get New Landlord

A private operator took over July 1 the housing and feeding of Lago's bachelor employees living in Lago Heights. The company has guaranteed there will be no price increase in room or board for one year.

J. van Gijn, operator of the Hotel Scala in Oranjestad, has been given the concession. He will operate the bachelor quarters and dining hall in Lago Heights.

Eight of the bachelor quarter buildings are being remodeled to accommodate 10 men each. A wash stand and a medicine cabinet are being installed in each room where beds, bureaus, chairs and rugs are being replaced. Showers and toilet facilities have been installed in all eight buildings which are being renovated and repainted.

Dining Hall Modernized

The dining hall, modernized throughout, will contain a restaurant which will be open to non-bachelor quarter residents. The bachelor housing facilities will be open to the public, too, but Lago employees will be given preference on both room and board.

Learning has been an important item with Mr. Branningan throughout his life. In addition to becoming an auto mechanic, he has acquired a knowledge of boiler-making, completed a correspondence course in refrigeration and shortly after he retired eight days before his 60th birthday received a correspondence course certificate in radio and electrical appliances.

Mr. Branningan's varied training has stood him in good stead in Lago's Coin Your Ideas program. Last year he received a capital award for designing and building a rack which eased and improved maintenance and repair of scooters.

Before he left Aruba, Mr. Branningan gave the neighborhood children one last party - and used it as a means to get over another lesson. He awarded prizes to the best bee-bee gun marksmen, then gave a short talk on the care and safe-handling of guns.

Simeon Tromp

Simeon Tromp, un operator den Light Oils Finishing, a muri 14 di Juni na Hospital di Lago. El tabatin 36 anja di edad. El tabata un residente di Noord y a larga como sobreviviente su esposa y cuatro yiu. Sr. Tromp tabatin mas di 18 anja di servicio.

V. Boekhoudt Retires July 1

Vincente Boekhoudt, a wharfinger in Receiving and Shipping, retired July 1 with more than 22 years of service. He was first employed in

1933 in what is now the Yard Craft.

In 1933 he became a tradesman 4th class, the next year a tradesman 3rd class and in 1940 transferred to Receiving and Shipping as a laborer B and later that year was promoted to wharfinger. An

Aruban, Mr. Boekhoudt is not planning to leave the island.

Schedule of Paydays

Semi-Monthly Payroll

June 16-30 Friday, July 8

Monthly Payroll

June 1-30 Saturday, July 9

The ESO Heights dining hall is scheduled to be closed when the Lago Heights dining hall is opened under Mr. van Gijn's management.

Final Article

Employee Representation

Summary

In a series of six articles, Lago's views of employee representation have been set forth. Placed on the record for all to see is a clear and forceful expression of Lago's belief in the right of its employees to organize. Lago believes in representation. Further, it believes in an independent type of representation which lends itself to revision from time to time as necessary to meet changing conditions and desires of the employee body.

Company action in support of its belief in representation builds cooperation and creates a favorable atmosphere for representative-management dealings. So it has been at Lago since representation's beginning in 1936. Lago wants to assure that the voice of the employee can and will be heard. And, it has stuck fast to this policy because its conviction is one that problems of mutual concern can only be solved through mutual cooperation and participation.

Mutual Participation

Through such mutual participation Lago employees have attained better wages, hours, working conditions and benefits. The record shows that the needs and desires of Lago employees have been ably presented by employee representatives over the years. It is also a matter of record that the efforts of employee representatives have met with Lago management's cooperative response and a desire to join in solving problems.

This response on management's part is again based on its belief that independent representation associates itself most directly with the individual worker. Representation at Lago by Lago employees is most likely to recognize mutual interests of management, employees and the community. Solutions arrived at through cooperative dealings between management and independent employee representatives free of outside influence are solutions aimed in one direction: the mutual benefit of Lago employees and the company. Solution of local problems by representatives who are themselves affected by the problems and the solutions, is based on knowledge, understanding and sincere concern. Under the system of representation at Lago, the employee voice is true. It has been strong, respected, listened to and has never had to modify its needs to conform to needs of outside groups with different problems. Neither has it had to accept outside goals in place of its own.

Elected Leaders

Employee representation's leaders at Lago are elected from the constituency. The entire independent representation system is made up of Lago employees - and only Lago employees. The representatives handle their organization's own business - all of it! They do not take a "back seat" or act as a "front" for outside groups or influences. Lago employees know the men who are their voice to management.

And because of this knowledge - gained through face-to-face contact at work, and as neighbors in the same community - confidence and trust has become an integral part of the employee body's attitude toward its representatives. Sincere confidence and trust in each other exists during representative-management negotiations.

It is, therefore, accepted as natural at Lago to discuss problems as they arise. It is fully accepted, in fact expected, that management and employee representatives will attempt to develop satisfactory solutions out of common understanding of problems.

Employees with faith in their representative system confidently turn to their elected representatives for assistance in handling job problems. People are human. Employees make mistakes, supervisors make mistakes, or misunderstandings arise without actual error by either and a grievance is born. A grievance can become a bitter, involved thing. Or it can, as usually happens at Lago, be brought by the employee to his representatives for help in presenting his points of view.

Not all grievances have a happy ending with everybody satisfied with the outcome. But, under the system of independent, local representation at Lago, few problems go unstated or unheard. The "happy ending" occurs in a surprising number of them. Fair solutions are arrived at because of handling by responsive leaders who are able and willing to give individual attention to problems. This is the basis upon which independent representation at Lago has grown. It is the desire to fill the employees' needs through independent thinking based on what is right.

As an organization it functions as a local autonomy with direct relationship from constituents through district representatives to the negotiating group. Under the representative system at Lago, the constituent body is free to act in pursuit of goals related to employee needs. It is able to act without control from or involvement with outside situations or groups.

Lago strongly supports independence in the organization of employees. Independent representation can accept the principle of cooperation and industrial peace rather than spring to the mechanism of conflict whenever employee problems arise. Working for cooperation and industrial peace as the path to successful negotiations fosters an atmosphere in which employee representation can develop in respect and stature.

Active Representation

Employee representation at Lago has not stood still since 1936. It has been active - constantly developing, constantly improving. Improvement just doesn't come as does the sunrise day-after-day. Rather, improvement comes out of the ability to recognize a problem, the desire to solve it and the capacity to develop workable solutions. This has been the pattern of employee representation at Lago. This has been the rule rather than the exception and is still so because of the many favorable elements surrounding employee representation at Lago.

As pointed out in detail in the six articles and summarized briefly here, independent employee representation at Lago has given its constituents:

- (a) a direct voice to management;
- (b) representatives interested only in the employee body, the community and the company;
- (c) gains in wages, hours and working conditions related to employees' needs;
- (d) local leaders elected from the constituency who handle all negotiations;
- (e) a system that has established protection, participation and communication for its constituents;
- (f) an atmosphere built on persuasion and reason that opens doors for peaceful solutions beneficial to the employee body;

(g) treatment of individual problems as well as group problems in such a way that no problem is too big or too small;

(h) responsive leaders eager to work for the betterment of the employee body;

(i) leaders thoroughly familiar with local situations and who are not only actively responsible for solutions, but who live and work with them.

All of these important factors add up to a well represented employee body plus a receptive management. Independent employee representation that works as it does at Lago demands recognition and support from management.

Lago's management recognizes, supports and constantly makes provisions for the preservation of this efficient employee organization.

Why has Lago recorded its feelings on employee representation? It has done so because it wants its employees, their families and the public to know more about independent employee representation. Reasons have been put forth why Lago feels this type of representation is in the best interests of the employees, the company and community.

The company feels that representation of this type will best protect the interests of the employee body and insure a progressive company able to successfully compete in today's highly competitive oil industry. These are paramount factors in maintaining a wealthy community in which all concerned can prosper.

Throughout the articles a major point has been stressed: (Continued on page 8)

Articulo Final

Representacion di Empleado

Den un serie di seis articulo, Lago su opinion tocante representacion di empleado a worde splica. Un expresion cla y potente di Lago su opinion tocante e derecho di su ta poní ariba record pa tur hende mira. Lago ta kere den representacion. Ademá, el ta kere den un clase independiente di representacion cu por worde revisá di tempo a tempo segun ta necesario pa satisfacer condicionnan cu ta cambia y e desean di e grupo di empleado.

Actividad di Compania apoyando su opinion tocante representacion ta estimulá cooperacion y ta crea un atmosfero favorable den relacionnan entre representante y directiva. Asina e situacion tabata na Lago desde cu representacion a cuminsa na 1936. Lago kier aseguira cu e voz di empleado por y lo worde tendi. Y el a tene firme na e póliza aki pasobra el ta convenci cu problema di interes mutuo por worde solucioná solamente door di participacion y cooperacion mutuo.

Door di tal participacion mutuo empleadonan di Lago a logra mehor salarionan, oranan y condicionnan di trahao y beneficiacion. Historia ta muntra cu e necesidatnan y desean di empleadonan di Lago a worde presentá cu capacidat door di representantenan di empleado durante e añanan. E esfuerzonan di representantenan di empleado a ricibi contestacion cooperativo di directiva di Lago y un deseo pa traha hunto pa solucioná problemanan.

Opinion

E contestacion aki di parti di directiva atrobe ta basá ariha su opinion cu representacion independienten ta asocia mas directamente cu e trahador individual. Representacion na Lago y door di empleadonan di Lago lo tin mas probabilidad di reconoce interesnan mutuo di directiva, empleadonan y e comunidad. Solucionnan logrará door di negociacionnan cooperativo entre directiva y

Resumen

nan integral di e actitud di e cuerpo di empleado tocante nan representantenan. Confianza sincero den cada uno ta existi durante negociacionnan entre representantenan y directiva.

Peseu, ta worde acceptá como natural na Lago pa discuti problemanan segun nan ta presenta. Ta worde acceptá en general, y en realidad ta worde sperá, cu directiva y representantenan di empleado lo haci nan esfuerzo pa desaroya solucionnan satisfactorio for di comprendemento comun di problemanan.

Empleadonan cu fe den nan sistema representativo cu confianza ta acudi na nan representantenan eligi pa yudanza den tratamiento di problemanan di trabao. Hende ta humano. Empleadonan ta haci error, hefenan ta haci fout, of mal comprendemento ta origina sin falta berdadero door di ningun, y un keho ta principiá. Un keho por bira un cos desagradable y complicá. Of, manera generalmente ta socede na Lago, el por worde hibá door di e empleado na su representantenan pa yudanza pa presenta su puntonan di vista.

Agradable

No tur kehonan tin un fin agradable den cual tur hende ta satisfeco cu e resultado. Pero, bao e sistema di representacion independiente y local na Lago, poco problema ta keda sin menciona of sin worde tendi. E "fin agradable" ta tuma lugar den un cantidad sorprendente di e problemanan. Solucionnan favorable ta worde hayá pa motibo di e tratamiento door di lidernan interesá kende ta capaz y di acuerdo pa duna nan atencion personal na e problemanan. Esaki ta e base ariha cual representacion independiente na Lago a crece. Ta e de-

seo pa cumpli cu necesidatnan di empleado door di pensamiento independiente basá ariba condicionnan local.

Como un organizacion, el ta funcioná como un autonomia local cu relacion directo cu constituyentenan pa medio di representantenan di distrito cu e grupo negociador. Bao e sistema representativo na Lago, e grupo di constituyente ta liber pa actua buscando obhetonan cu ta toca necesidad di empleado. E por actua sin worde controlá door of involue su mes den situacionnan of gruponan di pafor.

Lago ta Apoya

Lago fuertemente ta apoya independencia den organizacion di su empleadonan. Representacion independiente por mas bien aaccepta e principio di cooperacion y paz industrial envez di acudi na e mecanismo di conflicto ki ora cu problemanan di empleado originá. Trahamiento cu cooperacion y paz industrial como e camina pa negociacion cu exito, ta trece un atmosfero den cual representacion di empleado por desaroya den respect y caracter, abilidad y reputacion.

Representacion di empleado na Lago no a keda sin worde cambiá desde 1936. El tabata activo - constantemente el tabata worde desaroyá y mehorá. Mehoramento no ta hini mescos cu solo ta sali dia tras dia. Mas bien, mehoracion ta bini for di e abilidad pa reconoce un problema, un deseo pa solucioné y e capacidat pa desaroya solucionnan practicable. Esaki tabata e plan di representacion di, empleado na Lago. Esaki tabata e regla mas bien cu e excepcion y ainda e ta asina pa motibo di e hopi elementonan favorable di representacion di empleado na Lago.

Manera tabata muntra en detaye den e seis articulonnan y den e resumen cortico aki, representacion in-

dependiente di empleado na Lago a duna su constituyentenan:

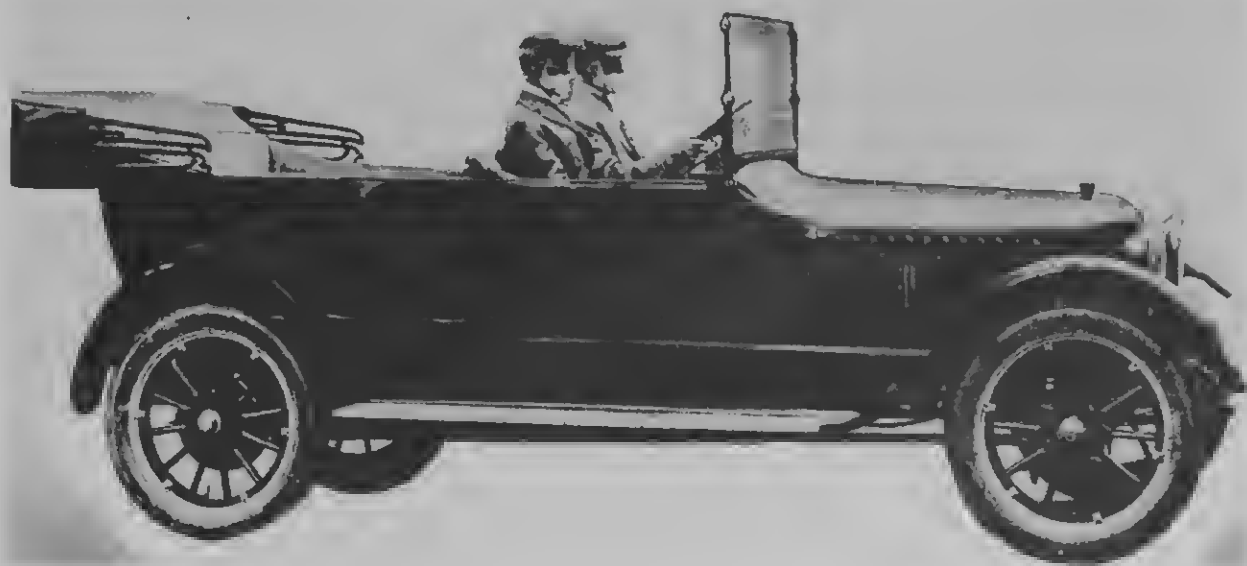
- (a) un voz directo cu directiva;
- (b) representantenan cu ta interesá solamente den e grupo di empleado, e comunidad y compania;
- (c) mehoranza den salarionan, oranan y condicionnan di trabao en relacion cu necesidad di empleadonan;
- (d) lidernan local eligi for di grupo di constituyentenan, kende ta haci tur negociacionnan;
- (e) un sistema cu a establece proteccion, participacion y comunicacion pa su constituyentenan;
- (f) un atmosfero creá door di persuasion y razonamiento cu ta habri camina pa solucionnan pacifico na beneficio di e grupo di empleado;
- (g) tratamiento di problemanan individual como tambe problemanan di un grupo den tal forma cu ningun problema ta demasiado grandi ni demasiado chikito;
- (h) lidernan interesá cu ta dispuesto pa traha pa mehoranza pa e grupo di empleado; y
- (i) lidernan cu ta debidamente familiar cu e situacionnan local y kende no solamente ta activamente responsable pa solucionnan, pero kende ta biba y ta traha hunto cu nan.

Factornan Importante

Tur e factornan importante aki ta yuda forma un cuerpo di empleado bon representá y ademá un directiva receptivo. Un representacion independiente di empleado cu ta traha manera esun na Lago ta exigí reconocimiento y apoyo di directiva.

Directiva di Lago ta reconoce, (Continúa na pagina 8)

the Stanley Brothers.



... and their steam cars

Not long ago England's celebrated Manchester Guardian, one of the world's great newspapers, printed this letter from a reader:

"A recent advertisement in your paper stressing the speed of a sports car — 124 miles per hour — reminds me that in 1906 a Stanley steam car beat this figure by doing 127 miles per hour. And this without the benefit of the intensive development which has been put into the internal combustion car."

The bewhiskered Stanley brothers of Newton, Massachusetts, would have doffed their twin derbies to this sympathetic Englishman. For the legendary Stanley Steamer was their invention. One of the first steam automobiles in America, it was generally considered the leader in the steam field. And plenty of oldtimers still will argue heatedly that the Stanley was "one of the best danged cars ever built."

If you had been in Newton, Massachusetts — a few miles from Boston — some 57 years ago, you might have witnessed an odd event:

It is September, 1897. Standing on the street beside your inevitable horse and buggy — remember this is a year before the Spanish-American War — you hear a strange hissing sound. You gaze curiously down Newton's Main Street.

"What in the world is that?"

You gape at a vehicle built like a two-seated buggy, leather dashboard, whipsocket and all. Rolling along on its oversize bicycle wheels, it looks like an ordinary buggy. The occupants of the strange vehicle are just as astounding. A man with a bushy beard and derby hat is cautiously manipulating a curved steering handle. You blink in confusion for beside him sits his exact twin. The two sit like ramrods, a blanket across their legs.

Down the street they go, their vehicle hissing like a steamkettle. A startled horse, hitched to a grocery wagon, grabs one quick look, snorts wildly and leaps into the air. The wagon whippetree snaps, freeing the terrified horse to gallop four miles before he is finally stopped.

Thus the Stanley twins made their spectacular invasion of the automobile field.

F. E. and F. O. Stanley were born in Maine in 1849. Identical twins, even their closest friends couldn't tell them apart.

All their lives the Stanleys were remarkably successful in everything they undertook. They were not only ingenious inventors — they made their ideas pay off. Too practical to be satisfied with merely inventing, they invariably plunged into manufacturing of each brain child.

They invented and manufactured a dry photographic plate, then sold out to Eastman Kodak for a handsome profit.

Avid whittlers of wood in the best New England tradition, the Stanley

twins early became first-rate violin makers. They are generally credited with being the first to manufacture violins commercially in the United States.

They also invented and manufactured a device to make illuminating gas from gasoline, then a waste product. Called the Stanley Gas Machine, it provided illumination and heat for home or business.

After seeing an early French steam automobile in 1896, the twins muttered something about doing better themselves. Characteristically, they soon did. They had no previous experience with steam or with automobiles. Yet a year later the first Stanley Steamer hissed down the streets of Newton. Immediately the "teakettle on wheels" was a sensation. The Stanley Steamer legend had begun.

In 1898 the Stanley brothers took their steam car to nearby Cambridge for one of the first "Open-Air Horseless Carriage Meets." They promptly set a world's record. Beards blowing in the breeze, they dashed a mile in 2 minutes, 11 seconds, a phenomenal 27 miles an hour. Not satisfied, they captured the hill-climbing record of the day by easily mounting a 30% grade.

Within two weeks, 200 people said they would like to buy a Stanley Steamer. Never ones to let opportunity escape, the Stanley's bought an old bicycle factory and formed the Stanley Motor Carriage Company. Work began on 100 vehicles with standardized interchangeable parts.

In 1899, J. B. Walker, owner of Cosmopolitan magazine, asked the

twins to sell their business to him. The Stanley's had no desire to sell and decided to simply set a prohibitive price. Figuring their entire cost at \$20,000, factory included, they named a cool quarter of a million dollars. As further discouragement, the deal must be in cash. To their utter amazement, Walker immediately agreed and handed the brothers a check to bind the bargain. Flabbergasted, the Stanley's accepted.

Two years later they invented another and better steam vehicle, which avoided all infringement of their original patents. Meanwhile Walker's company had come upon difficult days, and in another astonishing business deal a few years later the brothers bought back their factory and original patents for about \$20,000.

By 1902 the Stanleys were turning out about 500 cars a year. Typically they took no stock in paid advertising. If a product was any good it would speak for itself by its performance. So they, like Winton, Duryea, Ford and other auto builders, took to the tracks to tell their story.

At a hill-climbing contest in 1903 a little 5½ horsepower Stanley Steamer, like David of yore, easily defeated a field of automotive Goliaths. Also-rans included a 16 H.P. Peerless, a 20 H.P. Winton, several Packards and Stevens-Duryeas, a Cadillac, Knox, Toledo and several electric vehicles.

Three years later at Ormond Beach, Florida, a Stanley racer startled the world with a speed of 127 miles per hour. A year later, while flying more than 190 miles an hour and still accelerating, the Stanley "Rocket" hit a washed-out spot in the beach. The car was demolished and the Stanleys, unwilling to risk lives, quit racing entirely.

That year, 1907, 700 automobiles



IN 20 years — from 1897 to 1917 — the Stanley brothers modernized their steamers from the huggy model shown above to the touring se at left. Spurning advertising, F. O. (left) and F. E. popularized their cars by winning endurance and speed tests.

DEN 20 anja - di 1897 te 1917 - e rumannan Stanley a moderniza g, auto di steam for di un modelo di garoshi munstrá aki ariba pds automobíl banda robez. Benlando advertencia un banda, F. O. (robez, e F. E. a haci nan auto popular door di gana test di resistencia y veloci-

Steam Cars Still On The Road

Though their day has passed, steam-powered cars have not disappeared. Antique auto hobbyists have rescued many from barns, junk yards, warehouses and other discard spots and restored them. Today a steam car in good operating condition commands a price far higher than that at which it was originally sold.

There is even a small but active group of American sportsmen who have installed steam engines and boilers in late-model sedans to enjoy the advantages of steam power.

These modern-day pioneers — once they've built up a head of steam in their vehicles — swish almost silently down the highway. They don't need gears. They use the engine to slow down, seldom touch the brakes. The accelerator is a valve which controls the flow of steam to the cylinder.

A steam car can go just as fast backward as forward. It can go just as fast uphill as it can level. And it can travel with little more noise than the wind.

The excellence of today's steam-powered cars is judged by how quietly they travel. Outside the noise of tires on pavement, the only sound is "snick, snick" of the valves and the subdued "hiss" of escaping steam.

These cars are not judged on speed. Theoretically, the only limit to their speed is the ability of their tires to retain traction with the

left the Stanley factory. But the country's passenger car production for the year was 43,000. And the gentleman who had organized the Ford Motor Company three years earlier announced profits of over a million dollars. Furthermore, Henry Ford was getting ready to present his Model T the following year.

For various reasons steam automobiles never caught on with the American public. Steam had many advantages, including smooth performance, tremendous acceleration, simple control and easy handling, to say nothing of being a much less complicated vehicle than the "gas-

buggy." No gears, clutch, transmission, ignition, carburetor or spark plugs were needed. The motor in the Stanley Steamer Car had only two moving parts.

But the cards were stacked against the kerosene-fueled "Steamers." People were leery of riding behind a boiler of live steam. Some disliked the nuisance of having to get up steam or of taking a water every 100 to 300 miles. Many complained that the Stanley and other steam car manufacturers weren't progressive enough in design.

At any rate, by 1917 it was evident that internal-combustion engines were taking over, and steam was being phased out. The Stanley's retired the following year. F. E. Stanley died in an automobile accident. Stanley Steamers continued to be built until 1925.

By that year the auto industry's total production had grown to more than 4,250,000, with Ford alone producing 9000 daily. But the last Stanley Steamer marked the end of a colorful chapter in the history of the American Automobile.

Freeland O. Stanley died 15 years later, in 1940. He had lived to see the infant automobile industry, to see his and his twin brother's contribution grow into a giant industry that spawned 41.2 million motor vehicles a year. Ironically, none were steam vehicles. The nation's steam car manufacturers, once numbered at more than 100, had completely vanished, a wisp of carbon monoxide.

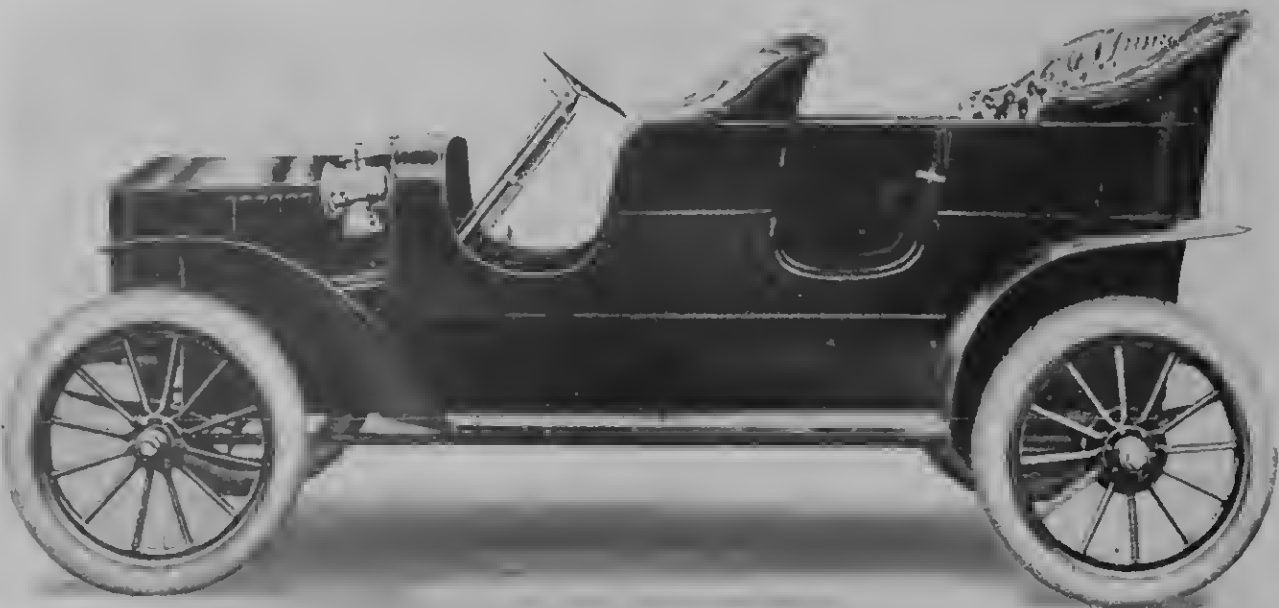


FRED MARRIOTT, famous race-driver of 50 years ago, amazed the sporting world by driving this streamlined "Rocket" steamer 127 mph. over the hard-packed sands of Ormond Beach, Fla., in 1906. The next year, at 190 mph., the "Rocket" hit a hole in the sand and was wrecked.

FRED MARRIOTT, chauffeur di auto di careda 50 anja pasá, a asombrá mundo deportista door di corre su "streamlined Rocket" di steam 127 milja pa ora ariba e santo di Ormond Beach, Florida, na anja 1906. E siguiénle anja, na velocidad di 190 milja pa ora, e "Rocket" a dal den un buraco den e santo y a keda destruí.

Rumannan Stanley

Nan a Haci Auto di Steam Cu Tabata Lihe, Poderoso



THIS Stanley touring car of 1908 was rated at 60 mph. Despite their speed and power, steam cars - inconvenient to operate and sometimes dangerous - lost the automotive race to cars powered by internal-combustion engines.

E AUTO STANLEY pasabero di 1908 tabata trabá pa corre 60 milja. No obstante nan velocidad y forza, auto di steam - cu ta inconveniente pa opera y algun vez peligroso - a perde e mercado di automobil for di autonon cu motor usando combustion interno.

mucho tempo pasá e periodico di fama di Inglatera "Manchester Guardian", uno di e corantnan grandi di mundo, a publica siguiente carta di un lector:

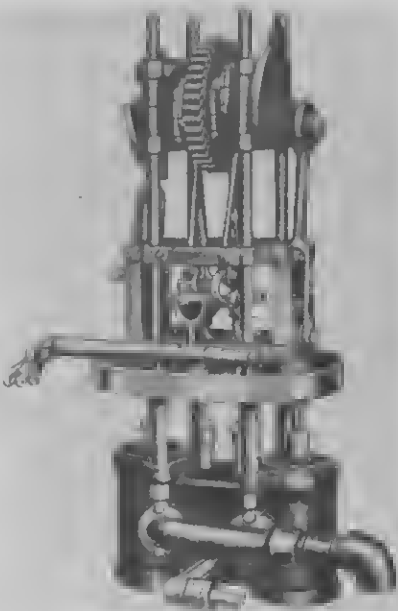
Un reciente advertencia den bo corant accentuando e velocidad di auto di carreda — 124 milja pa ora — ta recorda mi cu na 1906 un marca Stanley operá cu steam a bati e record aki cu 127 milja pa ora.

Los rumannan Stanley yen di Newton, Massachusetts, lo kita nan sombre pa e Ingles tico aki. Pasobra e auto legendario operá cu steam tabata nan leion. Como uno di e promer di steam na America, esaki ta generalmente considerá e lider tereno di vehiculo di steam.

pi di e hendenan bieuw awe lo nenta violentemente cu e auto ey tabata "uno di e mehor con cu a worde trahá."

bo por tabata na Newton, Massachusetts - un poco milja for di n - un 57 anja pasa, lo bo por presencia un cos stranjo:

ta September, 1897. Parando caya banda di bo cabai y ga - no lubida cu e anja aki ta promer cu e Guerra Hispanico - lo bo a tende un zonido di stranjo. Lo bo waak cu culad den Caya Principal di New - a ki aparato esaki ta?"



THE engines of early Stanley steamers had only 15 moving parts, burned kerosene.

E MOTORNAN di Autonon Stanley di Steam tabatin solamente 15 parti cu ta move, y tabata usa kerosin.

un stuurwiel doblá. Bo ta kinipi bo wowo den confusion pasobra banda di dje tin un homber sintá cu mes un cara. E dosnan aki ta sinta stijf mescos cu un palo y cu un deken tapá ariba nan pianan.

Nan ta pasa den caya cu nan vehiculo cu ta fluit mescos cu un

stoomketel. Un cabai spantá, gspan dilanti di un garoshi di comestibles, ta draai mira, ta supta furioso y ta lamta para ariba su dos pia. E garoshi ta los, largando e cabai spantá liber cu ta galopia cuatro milja promer cu el por worde pará.

Asina e ohochinan Stanley a haci nan invasion espectacular ariba tereno di automobil.

F. E. y F. O. Stanley a nace na Maine na anja 1849. Nan tabata dos ohochi cu ta parce otro asina tanto cu nan amigonan mas conoci no por a conoce nan for di otro.

Henter nan bida e dos Stanley-nan tabatin exito remarcable den tur cos cu nan emprende. Nan no solamente tabata inventornan ingeniosos - pero nan tabata haci nan ideanan paga tambe. Siendo mucho practico pa ta satisfecho cu solamente invencion, nan a cuminza fabrica cada cos cu nan a inventá.

Nan a fabrica e plaatchi di fotografia cu bon ganashi y luego a bende e negoshi cu Eastman Kodak pa un bon suma.

Siendo cu nan tabata gusta corta figura den palo segun e tradicion di New England, e dos rumannan Stanley a bira trahadornan di violin di primera clase. Generalmente nan ta worde creditá di ta e promer cu a traha violin ariba base comercial den Estados Unidos.

Nan tambe a inventa y a traha un aparato pa traha gas iluminante for di gasolin, cual e tempo tabata un producto di benta afor. E apa-

Auto di Steam Ainda Ariba Camina

Aunque nan dia a pasa, auto cu ta traha cu steam no a desaparece. Amantenan di auto bieuw a recoge hopi for di garashi, lugar di tira cos bieuw, deposito y otro lugarnan y a drecha nan. Awendia un auto di steam na bon condicion ta existi un prijs hopi mas halto cu esun pa cual el a worde bendi originalmente.

Tin un grupo chikito pero activo di Americano amante di sport cu a instala motor di steam y ketel den sedan di ultimo modelo pa nan por goza e ventahenan di energia di steam.

E iniciadornan moderno di awendia — una vez cu nan a acumula steam den nan vehiculo — ta corre casi silencioso ariba camina. Nan no ta cambia speed. Nan ta usa e motor pa bai poco-poco, y rara vez ta toca nan breek. E acelerador ta un valve cu ta controla e steam cu ta bai pa e cilindronan.

E auto por bai mes tanto duro patras cu padilanti. E por subi cu mes velocidad ariba un cero cu ora e ta ariba camina nivel. E por corre haciendo un poco mas ruido cu biento.

E calidad di autonon di steam awendia ta worde huzgá pa e corremen-to sin ruido. Fuera di e zonido di tire ariba camina, e unico zona ta e "snikmento" di e valve-nan y e suplemento abao di steam cu ta sali.

E autonon aki no ta worde huzgá ariba nan velocidad. Teoreticamente, e unico limite pa nan velocidad ta e abilidad di tire pa wanta friccion ariba camina.

rato aki, yamá Stanley Mashien di Gas, tabata duna luza y tabata tene casnan y lugar di comercio cayente.

Despues di a mira un auto Frances cu ta traha cu steam na anja 1896, e ohochinan a bisa cu nan por traha algo mehor. Y esaki nan a haci pronto tambe, maske nan no tabatin experiencia cu steam of cu auto. Sinembargo, un anja despues e promer auto Stanley di steam tabata fluit pasa den cayanen di Newton. Inmediatamente e "ketel di te ariba wiel" a bira un sensacion. E legendario tocante e auto di Stanley a cuminza.

Pa bisa berdad, e autonon no tabata worde trahá completamente nobo - ni na Estados Unidos ni na Europa. Na Fin di Siglo 19 Francia y Inglatera tabata di promer den desaroyo di auto. America tabata trahando duro, sinembargo. Na Springfield, Mass., un otro dos rumannan ambicioso, Charles y J. Frank Duryea, tabata e promer Americanonan cu a traha un auto cu tabata worde mandá cu gasolin. Esaki tabata na 1893, cuatro anja despues cu Gilbarco a traha su promer "oil burner" solamente un dos cas for di e rumannan Duryea.

Na 1898 e rumannan Stanley a hiba nan auto di steam pa ciudad di Cambridge den bicindario pa e promer "Pustamento di Garoshi sin Cabai". Pronto nan a establece un record mundial. Mientras nan barba tabata bula den biento, nan a corre un milja den 2 minuto, 11 seconde; esta cu un velocidad tremendo di 27 milja pa ora. Ainda no satisfecho, nan a gana e record pa subi cero e dia ey door di pasa un subida di 30 grado.

Dentro di dos siman, 200 hende a bisa cu nan kier cumpira un auto Stanley. Siendo cu nunca nan por larga oportunidad pasa, Stanley-nan a cumpira un fabrica bieuw di bicicleta y a forma Stanley Motor Carriage Company. Trabao a cuminza ariba 100 vehiculo cu partinan di standard igual cu por worde cambiá.

Na 1899, J. B. Walker, donjo di e revista "Cosmopolitan", a puntra e ohochinan pa bende nan negoshi cu ne. Stanley-nan no tabatin gana di bende y simplemente a dicidi di pone un prijs difiicil. Calculando nan gasto total na \$20,000, incluyendo e fabrica, nan a menciona un cuarto miljon dollar. Pa descourasha e compra mas, esaki mester a worde pagá na placa efectivo. Pa nan gran sorpresa, Walker inmediatamente a combin y a duna e rumannan un check pa efectua e compra. Bon babucá, Stanley-nan a acepta.

Dos anja despues nan a inventa un otro y mehor vehiculo di steam, cu ta evita tur violacion di nan patentenan original. Mientras tanto, Walker su compania a encontra dianan difiicil y den un otro acto di negoshi un poco anja despues, e rumannan a cumpira back nan fabrica y patentenan original pa mas o menos \$20,000.

Pa 1902 e dos rumannan Stanley tabata produci como 500 auto pa anja. Tabata tipico, cu nan no tabata interesá den pago di advertencia. Si un producto ta bon, e ta haci propaganda pa su mes door di su bon resultado. Asina ta cu nan auto, mescos cu fabricadornan di auto Winton, Duryea, Ford y otronan, tabata competi ariba pista di carreda pa muntra kiko nan bal.

Den un concurso na 1903 pa subi cero, un auto Stanley chikito di 5 1/2 HP, mescos cu David di tempo bieuw, a bati un cantidad di autonon manera Goliath faeilmente. Den e concurso a participa un auto marca Peerless di 16 HP, un Winton di 20 HP, varios Packards y Stevens-Duryeas, un Cadillac, Knox, Toledo y varios otro vehiculo electrico.

Tres anja despues na Ormond Beach, Florida, un auto di carreda marca Stanley a spanta henter mundo cu un velocidad di 127 milja pa ora. Un anja despues, mientras e auto tabata bula cu un velo-

(Continua na pagina 6)



1904 F. E. Stanley raced up New Hampshire's 6000-ft Mt. Washington in an amazing 27 minutes. The car pictured beside the mountain railway locomotive. The fine boiler, tilted on level ground, was level on the slope.

NA 1904, F. E. Stanley a corre subi Mount Washington di 6000 pia na New Hampshire den 27 minuto. E auto ta muntra aki banda di un locomotief di ferracaril di cero. E ketel a worde poni ariba un canto pa subi cero asina cu e ta keda horizontal na e subida.

Lago Vocational School Holds Second Honors Day

June 13 was Honors Day at the Lago Vocational School. Athletes, newsmen, librarians, safety monitors, student council representatives, glee club members and others were recognized for their contribution to school life during the past year.

School was out for the afternoon and a baseball game, between the LVS varsity and a student body all-star 'nine, kicked off the festivities. After the game the students assembled in the school shop area for the presentation ceremony.

W. H. Meskill, principal of the school, was the master of ceremonies. E. F. Welch, Training Division head, introduced J. V. Friel, Industrial Relations Department manager, who was the principal speaker.

Members of the school's football, basketball, track and baseball teams received bronze medals and the members of the football team, which won the Aruba School Athletic Association league with an undefeated season, were awarded ASAA arm bands.

Two outstanding athletes, elected by their classmates, were honored. They were C. Boekhoudt of the

Class of 1952 and M. Hanson of the Class of 1953. In addition 11 students who worked on the school newspaper, nine who worked in the library, 15 safety monitors, nine housekeeping workers, 12 student council representatives and 34 members of the Glee Club received bronze medals.

The 1953-B Group received a certificate for 150 consecutive, accident free school days. Each of the 1952 groups amassed a total of 184 accident-free days.

Fiesta Rotaria Attracts Over 600

A Fiesta Rotaria presented by the Rotary Club of Aruba at the Sociedad Bolivariana June 4 drew over 600 guests to an evening of entertainment, dancing and games of chance. The party, a benefit organized to raise funds for building public dressing rooms at Eagle Beach, was reported by the club to have been a financial success.

Entertainment feature of the evening, which was broadcast from the stage of the Bolivariana, was a series of specialty numbers accompanied by full orchestra and chorus from the Cotton Blossom Minstrels staged at the Esso Club two months ago.

Auto di Steam

(Continued di pagina 5)

ciudad di 190 milja pa ora y ainda por a corre mas duro, e Stanley "Rocket" a dal den un lugar cu lama a kibra den beach. E auto a worde kibra y Stanley-nan, cu no tabata dispuesto pa risca nan bida, a stop carreda di auto completamente.

E anja ey, 1907, 700 auto a sali for di fabrica di Stanley. Pero e produccion di auto pasahero di e pais pa e anja ey tabata 43,000. Y e senjoresnan cu a organiza Ford Motor Company tres anja promer a anuncia mas di un milyon dollar di ganancia. Ademas, Henry Ford tabata biniendo cla pa presenta su Modelo T e anja siguiente.

Pa varios motibo auto di steam nunca a haya acogida cerca publico Americano. Steam tabatin hopi ventaha, incluyendo operacion suave, tremendo aceleracion, un control simple y facil pa maneha, pa menciona alguno di e cosnan menos complicá cu di e "coche di gas". El no tin cambio di speed, clutch, transmission, carburator of starter. E motor di e auto Stanley di 1913 tabatin solamente 15 parti cu ta move.

Pero tabatin hopi cos contra e "Peanut Roasters". Hendenan tabatin miedo di corre tras un ketel di steam cayente. Otronan no tabata gusta di warda pa haya steam of pa tuma awa cada 100 te 300 milja.

Hopi hende tabata keha cu e auto Stanley y otro marca di auto di steam no tabata bastante progresivo den style y diseño.

En todo caso, na 1917 a bira evidente cu auto cu combustion interno tabata tumando over, y auto di steam tabata cabando. Stanley-nan a tuma pension. E siguiente anja, F. E. Stanley a muri den un accidente di auto. Sinembargo, auto di steam marca Stanley a sigui worde traha te 1925.

Na e anja aki produccion di industria di auto a subi te mas di 4,250,000, mientras Ford sol tabata produci 9000 pa dia. Pero e ultimo auto Stanley di steam a marca e fin di un capitulo fabuloso den e historia fascinante di Automobil Americano.

Freeland O. Stanley a muri 15 anja despues, na 1940. El a biba pa mira industria di auto crece for di su principio, na cual el y su ruman ohochi a contribui asina tanto, te na un industria grandi cu ta produci 4 1/2 milion vehiculo di motor pa anja. Ironicamente, ningun di nan tabata auto cu ta traha cu steam. E fabricantenan di auto di steam, cu un tempo tabata mas di 100, a desaparece completamente.

Cub Scouts Stage Annual "Soap Box Derby"



LAGO Colony Cub Scouts held their annual "Soap Box Derby" on Hospital Hill last month and Brian Quinn, son of Thomas Quinn of Colony Service, won the final heat and the title (lower left). Above the boys stand ready at the starting line for the "go" signal. Lower right a racer spins out of control.

CUB SCOUTS di Lago Colony a tene nan careda Annual di Soap Box Derby ariba Hospital Hill, y Brian Quinn, yiu homber di Thomas Quinn di Colony Service, a gana e ultimo careda (p'abao banda robes). P'ariba e mucha hombernan ta wardando signal pa cuminsá. P'abao handa drechi un di e autonan a perde control.

SERVICE AWARDS

20-Year Buttons

Joseph W. Brooks Process - Utilities
Estanislao Koolman Process - Utilities

Nemesio Brete Benefits & Records (S&R)

Santiago J. Croes Benefits & Records (S&R)

Ira J. Kirkman TSD - Engineering

John E. Keller Process - LOF

Jose M. Geerman Col. Serv. - Col. Maint.

Samuel W. Conner Col. Serv. - Com-

Leon A. Preston Col. Serv. - Com-

missary

10-Year Buttons

Wilfred O. Pole Col. Serv. - Col. Maint.

Fabiano Lacle Catalytic

Adolphus Lawrence Cracking

Hendrik van der Kuyp Rec. & Ship.

Rehad B. Rohoman TSD - Engineering

Ruth A. McCoy Medical

Bernardo Arends Accounting

Egbert R. Tang Yuk Accounting

NEW ARRIVALS

June 8

MAXEY, James M. - Mech. Adm.: A son,

Daniel

HODGE, Frolan L. - Executive: A daughter

Kock, Jose - Mech. Electrical: A daughter

June 9

DOLLISON, Jacobo A. - Mech. Welding:

A daughter, Mercedes Andrina

GRANGER, Ernest - Col. Serv.: A son,

Conrad Andries

June 10

MARTINUS, Hilario - LOF: A son, Nelson

Benny Dominico

June 11

RAE, Anselmo - Mech. Pipe: A son,

Jorge Emanuel

RICHARDSON, Norris A. - Executive

Off.: A daughter, Alida Mercedes

SWINGLE, Joseph F. - Mech. Admin.: A son,

Jeffrey Winant

June 12

SOLOGNER, Raymundo - Mech. Carpenter:

A daughter, Helena Margareta

June 13

FREEDOM, Joseph M. - Col. Maint.: A daughter,

Cherryl Antonia

DE WINDT, Alfonso - Esso D. Hall: A daughter,

Rosemarie Antonin

June 14

PRINGEL, Albert N. - Marine Launches:

A son, Rudi Humphrey

SEMELEER, Juan D. - Instrument: A daughter,

Irena Amanda

THOMAS, Orlo A. - Executive Off.: A daughter,

Carol Elizabeth

June 15

CANNEGIEKER, Thomas B. - Storehouse:

A son, Roy Emanuel

June 16

DE MIRANDA, Rudolf J. - LOF: A daughter,

Gail Mary

June 17

HART, John R. - Esso D. Hall: A daughter,

Joan Annette

June 18

DE FREITAS, Jules - Electrical: A son,

Joel Merari

GEERMAN, Angel - Rec. & Ship.: A son,

Leo

June 19

DIKHUOFF, Damaso - Instrument: A son,

Henry Frederick

Estudiantenan, Cub Scouts ta Conta Storia

Aruba ta Ricibi Publicidad

Dos grupo di hobennan ta yuda duna publicidad tocante Aruba den Estados Unidos. Studentenan di Lago Vocational School ta mantene correspondencia cu pupilonan di un ex-instructor di LVS na Montrose, Colo., padvindernan di Lago Colony lo manda un storia ariba tape pa companjeronan padvinder na St. Albans, W. Va.

Un intercambio di carta entre studentenan di e dos schoolnan tabata proponi door di R. V. Pharis, anterior sub-director di LVS. Awor un instructor di Ingles den un school na Montrose, el a sugeri na su studentenan pa coresponde cu su anterior pupilonan como practico den scirbimento di Ingles.

Sr. Pharis a scirbi oficialnan di LVS kende a aproba e idea como un practico den Ingles pa nan studentenan tambe y a solicita voluntarionan. Cuarenta y ocho mucha homber den di tres anja escolar a bisa cu nan lo gusta di coresponde y e school a manda nan number, edad, direccion, hobby y otro informacion pa Sr. Pharis kende a scoge "amigo di pen" pa cada un di nan.

Mas tempran e luna aki e promer cartanan, scirbi door di e studentenan di Montrose, a yega Aruba. Particularmente nan tabata describi e stad cual ta keda den Rocky Mountains, e school, eventonan local di deporte.

Tambe nan tabata contene informacion tocante y - den algun caso retrato di e escritor.

Awor e hobennan di LVS ta scirbiendo nan contesta. Esakinan lo concerna hechonan tocante e isla, e school di ofishi, nan bida como estudiante y pregunta tocante Estados Unidos y Montrose.

E tape-recording tabata idea di Roland W. Ruff, Cub Packmaster na St. Albans. Ariba un lista di "World Tape Pals" di personanan cu ta dispuesto pa intercambia storia ariba tape el a mira number di L. S. Mc. Reynolds di Colony Service.

El a scirbi Sr. McReynolds, a bisa cu el tabata interesá den trabao di padvinderij y a pidi Sr. McReynolds cu esaki tabata dispuesto pa cambia storianan ariba tape cu lo ta di interes pa padvindernan.

Sr. McReynolds a pidi J. B. Opdyke di Mechanical Department kende ta Cub Packmaster di Lago Col-

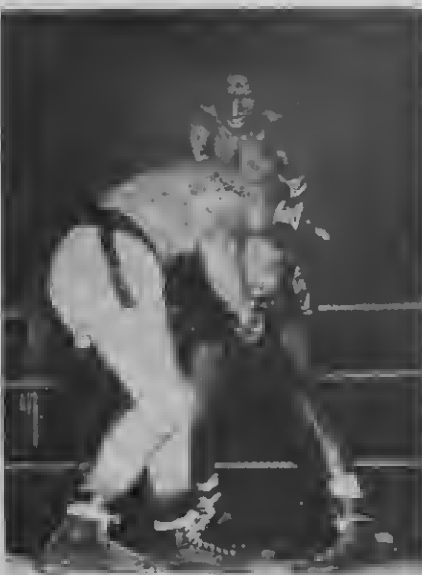
ony si el tabatin algun ideanan. Hunto nan a formula un programa cual lo inclui ponemento ariba tape di un reunion di padvinder y un descripcion di bida na Aruba. E descripcion a worde scirbi door di Sra. G. D. Begin, un Den Mother, y a worde grabá door di cinco padvinder.

Nan tabata Bill Beaty, Barry Norris, Gary Schlageter, Michael Friel y Gerholf Katoen.

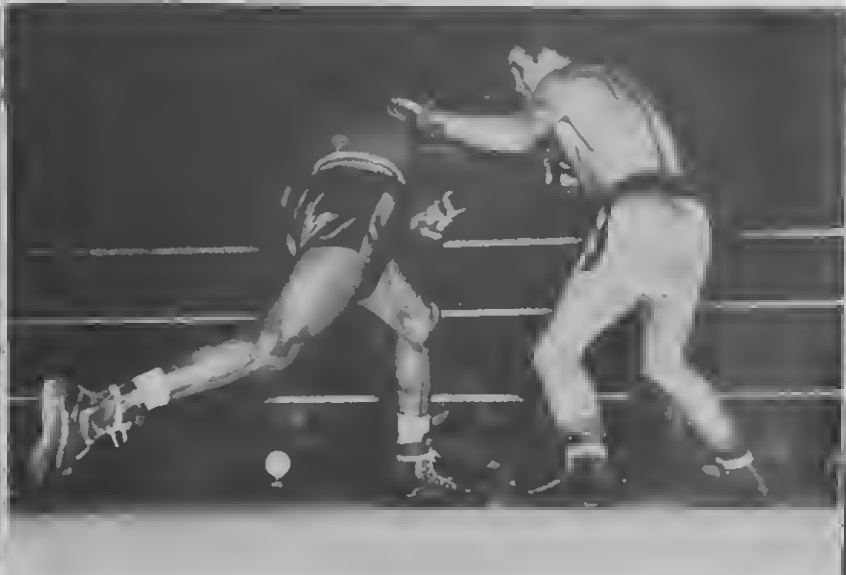
Bill Beaty a habri e grabamento cu a worde tumá door di Sr. McReynolds. "Mi ta bai conta boso algo tocante isla di Aruba," Bill a bisa e padvindernan na St. Albans. "Si bo busca Aruba ariba bo mapa, anto bo ta mira solamente un punta chikito dilanti costa norte di America del Sur.

El y otro padvindernan a sigui describi e clima, e biento passaat constante, e playanan, lamar, parokianan, casnan, e varios hendenan di e isla y nan moda di bisti, un reciente paso di padvindernan den refineria, nan bida di school y otro topico di interes pa hobennan.

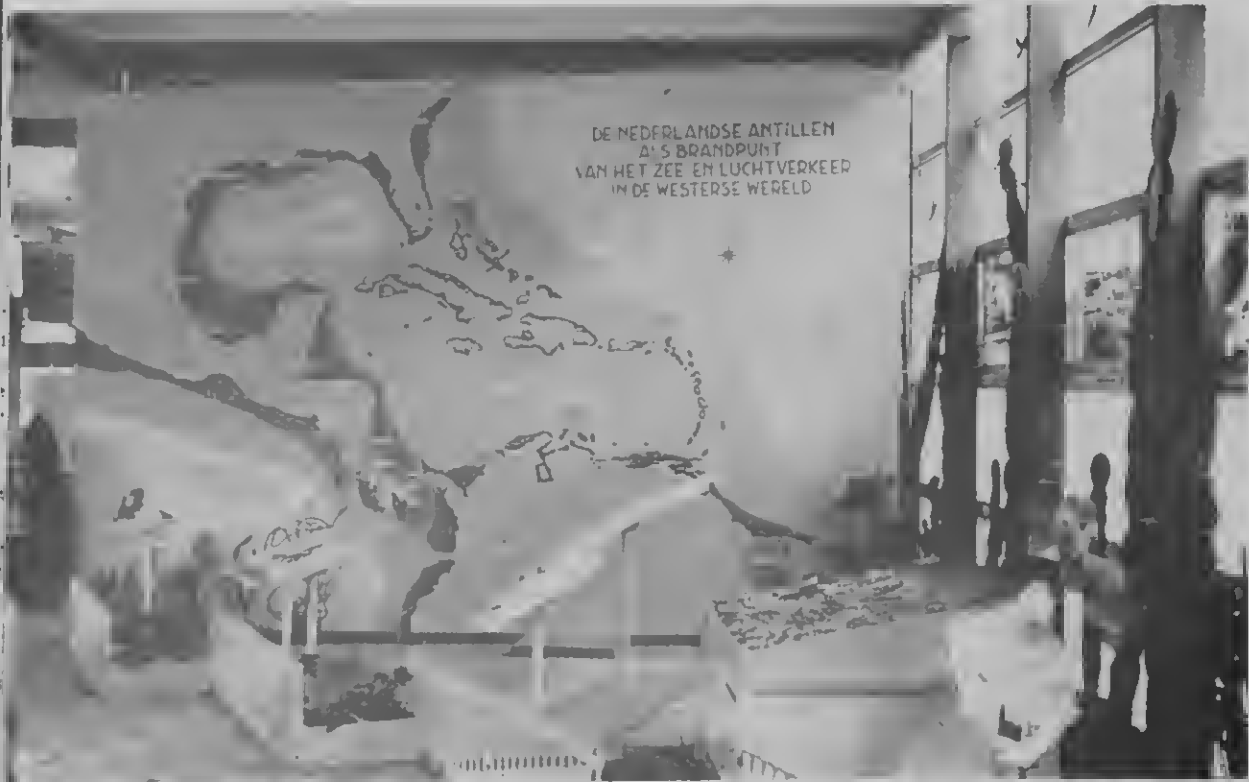
E padvindernan di St. Albans a priminti di contesta cu un descripcion ariba tape di nan stad y nan moda di biba.



HARD-PRESSED at times to keep his adversary at bay, NWI Middleweight Champ Sugar Boy Nando (in dark trunks) nevertheless managed to take the decision from Fernando Spallota in a 10-round non-title fight at the Swingsters Square Garden last month.



HOP! PURA algun bez pa tene su adversario for di su curpa, Campeon Peso Mediano di Antillas Holandes, Sugar Boy Nando (carson scur), sinembargo a logra di gana Fernando Spallota pa decision den un pelea di 10 round, no pa titulo, den Swingster Square Garden luna pasá.



E-55, Holland's progress review of the past decade, included an exhibition by the Netherlands Antilles which is partially shown above. E-55, un exhibicion munstrando progreso di Holanda durante e ultimo 10 anja, tabatin tambe un seccion tocante Antillas Holandes cu por worde mirá parcialmente aki ariba.

News and Views



E PERLA di Caribe, a historical fantasy about Aruba written by H. Booi and Frere Alexius, made its debut earlier this month at the De Veer Theatre in Oranjestad. Presented by the Aruba Boy's Choir, the play - in a prologue and four acts - tells part of the story of the Caribe Indians who were the original inhabitants of the island. Members of the choir (above) act out a Caribe war dance. E PERLA DI CARIBE, un comedia historico tocante Aruba organiza door di H. Booi y Frere Alexius, a baci su promer presentacion principio di e luna aki na De Veer Theater na Oranjestad. E comedia aki, presenta door di Koor di Mucha Hombre di Aruba, den un prologo y cuatro acto ta conta parti di e historia di Indianan Caribe kendenan tabata e habitantenan original di e isla. Miembronan di e grupo (ariba) ta presentando un baile di guerra di Indianan Caribe.



PHILIP Schoonmaker, touring the government radio bureau with Lago High School students, talks by radio-telephone with New York. At right is J. van Eyk, a bureau employee. PHILIP Schoonmaker, cu a baci un bishita na oficina di radio di gobierno bunto cu estudiante di High School di Lago, ta papia via radio-telefoon cu New York. Banda dreci ta J. van Eyk, un empleado di e oficina.



KLM is currently equipping its Convair 340's with enlarged exhaust stacks like these pictured on a Convair at Dakota Field. The exhaust installation was modified to reduce cabin noise and vibration which had disturbed passengers. KLM actualmente ta instalando mofler mas grandi ariba su Convair 340 manera esnan munstrá ariba e Convair aki na Aeropuerto di Dakota. E clase di mofler a worde cambiá pa reduci boroto den cabine y vibracion cu tabata stroba pasaheronan.



ON BEHALF of charity, more than 600 persons gathered at the Sociedad Bolivariana last month for the Aruba Rotary Club's "Fiesta Rotaria." Proceeds of the evening - which featured acts from the Esso Club "Cotton Blossom Minstrel" (left), refreshments (above) and games of chance - will be used by the Rotary Club to build public dressing rooms at Eagle Beach. PA YUDA caridad, mas di 600 persona a reuni na Sociedad Bolivariana luna pasá pa un "Fiesta Rotaria" di Club Rotario di Aruba. Ganashi di e anochi - durante cual tabatin comedia di "Cotton Blossom Minstrel" di Esso Club (robez), refresco (ariba) y weganan di suerte - lo worde utilizá door di Club Rotario pa construí enartouan publico di cambia panja na Eagle Beach.

Nine Lago Employees Elected To Island Council



F. Kelly



O. Croes



E. R. Finck



F. Lacle



J. H. Lake

Six of Nine PPA Members

Nine Lago employees were elected last month to the 21-member Aruba Island Council. Four of the nine were reelected in the balloting which drew 88 per cent of the island's eligible voters to the polls.

Six of the Lago employees elected were candidates of the Patriotic Party of Aruba which won 15 seats. They were E. R. Finck of the Medical Department and W. C. Ansljin of the Process Department who were reelected; Francisco Lacle and Oswaldo Croes of the Accounting Department, Fabiano Kelly of the Technical Service Department and J. H. Lake of the Mechanical Department.

The Aruba People's Party, which won three seats, had one successful Lago candidate. He was Dominico Croes of the Industrial Relations Department.

The Aruba National Union, which took the remaining three seats, reelected two Lago employees. They were Apolonio Werleman of the Executive Office, leader of the party and T. J. Figaroa of the Accounting Department.

Of 16,450 eligible to go to the polls June 13, 14,414 voted. Official returns gave the PPA 9627 votes; the AVP 2533 and the UNA 2254. The council members, who will serve for four years, were installed at the first meeting of the new council yesterday morning.

Representation

(Continued from page 3)

Lago firmly believes in representation for its employees. It believes in the employees' rights to just treatment, opportunity for development and advancement, a cooperative program for social and economic security and collective dealing with employee-elected representatives.

These views, these reasons have been put forth in the hope that all employees will have a better understanding of independent representation and what it has done and what it can do. The structure of independent representation at Lago has been described so that in the face of increased discussion and conflicting claims concerning different types of representation, employees will know what the present type representative system has done at Lago and what such a system is capable of doing.

Growth

Lago, its employees and Aruba have grown together into a giant of the oil world. They have grown under peaceful joint dealings between management and independent representatives of the employee body.

Independent representation has attained many gains at Lago. It has assisted in the development of a standard of living for its constituents unmatched in the Caribbean area.

Through independent employee representation, Lago employees have had for years what millions of workers around the world are still attempting to get.



W. C. Ansljin



D. Croes



A. Werleman



T. J. Figaroa

Seis di Nuebe Empleado Eligi ta Miembro di PPA

Nuebe empleado di Lago a worde eligi luna pasá di e 21 miembro di Eilandraad di Aruba. Cuatro di e nuebenan a worde re-eligi den e votamento pa cual 88% di e votadonan eligible di e isla a bai stembus.

Seis di e empleadonan di Lago eligi tabata candidato di Partido Patriótico Arubano cu a haya 15 miembro. Nan tabata E. R. Finck di Departamento Medico y W. C. Ansljin di Process Department, kende a worde re-eligi; Francisco Lacle y Oswaldo Croes di Accounting Department, Fabiano Kelly di TSD y J. H. Lake di Mechanical Department.

Partido di Pueblo Arubano, cu a haya 3 miembro, tabatin un candi-

dato di Lago cu tabatin exito. Esaki tabata Dominico Croes di Departamento di Relacion Industrial.

Union Nacional Arubano, cu a haya e otro tres miembronan, a re-eligi dos empleado di Lago. Esakinan ta Apolonio Werleman di Executive Office, promer ariba e lista di e partida, y Th. J. Figaroa di Accounting Department.

Di e 16,450 votadonan eligible, 14,414 a bai vota dia 13 di Juni. Resultadonan oficial ta muntra cu PPA a ricibi 9627 voto; AVP 2533 y UNA 2254. E miembronan di Raad, cu lo sirbi durante cuatro anja, a worde instalá durante e promer reunion di e Raad nobo ayera mainta.

Representation di Empleado

(Continúa di pagina 3)

apoyá y constantemente ta percurá pa preservacion di e organizacion eficiente aki di empleado.

Pakiko Lago a publica su opinion tocante representacion di empleado? El a haci esaki pasobra el kier pa su empleadonan, nan familia y publico sabi mas tocante representacion independiente di empleado. Motibonan a worde duná pakiko Lago ta pensa cu e clase di representacion independiente ta di mayor interes pa empleadonan, compania y e comunidad.

Compania ta haya cu e clase di representacion aki lo protehá e interes di e cuerpo di empleado mas bon y lo segurá un compania progresivo capable di competi cu bon exito den industria di azeta tanto competitivo di awendia. Esakinan ta factornan di sumamente importancia pa mantene un comunidad sano den cual tur cu ta concerná por tin prosperidad.

Den tur e articulonan, un punto principal a worde accentuá: Esta, cu Lago ta kere firmemente den representacion di su empleadonan. El ta kere den e derecho di empleado-

nan di tin tratamento husto, oportunidad pa desarrollá nan mes y avanzá, un programa cooperativo pa seguridad social y economico y negociacion colectivo cu representantenan eligi door di empleadonan.

E puntanan di vista aki, e motibonan aki a worde treci padilanti sperando cu tur empleadonan lo tin un mehor comprendemento di representacion independiente y di loke el a haci y di loke el por haci. E forma di representacion independiente na Lago a worde describi asina cu no obstante di hopi discusion y pretencion contradictorio tocante diferente clase di representacion, empleadonan lo sabi kiko e clase di sistema representativo actual a haci na Lago y kiko un tal sistema por haci.

Lago, su empleadonan y Aruba a crece hunto den un gigante di mundo petrolero. Nan a crece bao negociacion conjunto y pacifico entre directiva y representantenan independiente di e cuerpo di empleado.

Representacion independiente a logra hopi mehoranza na Lago. El a yuda den desaroyamento di un standard di bida pa su constituyentenan cu no por worde igualá den Teritorio di Caribe.

Door di representacion independiente di empleado, e empleadonan di Lago awe tin loke millones di trahadonan ariba henter mundo ainda ta haci esfuerczonan pa haya.

College Students Begin Training

At least 25 college students are scheduled to embark July 4 on an eight-week training program with Lago. Open to all students who have completed at least one year of college or university training and who are the children of Aruba residents, the program is designed to fulfill three basic aims.

The students - young men and ladies - will lead off the program with a two-day orientation. It will include an explanation of the purpose of the program; an outline of the company's history, organization, working rules; a tour of the plant.

On July 4 the students will report to the department to which they have been assigned. These assignments will be made when possible where the students' studies are most applicable. Pre-medical students will be assigned to the Medical Department; engineering students will be assigned to the Technical Service or Mechanical Departments; etc.

Supervisors in each of the departments have been given the task of planning training to fit the individual needs of each student. Because these needs differ, each course will be, in effect, custom made.

The students will carry out work assignments just as employees do; be subject to the same quality standards, working rules, safety regulations. The training schedule will follow the work schedule of the department.

Students will receive a grant-in-aid of Fls. 175 for each of the four-week training periods.

Lago's Training Division, which is coordinating the program, explained it was designed so that students could "learn by doing." Its purpose, the division said, is to provide "work experience to help students learn good work habits and attitudes, to obtain experience and guidance which will be of value in their studies and eventual careers and to learn about themselves in relation to the job world."

Of the 25 students enrolled in the program June 20, 15 are children of Lago employees. It is expected the number participating may be increased by the time orientation starts the week of June 27. The Training Division has processed a total of 30 applications.

Regulacion Nobo Di Enfermedad Den Efecto Awor

E Regulacion di Enfermedad pa Antillas Neerlandees 1936 recientemente cambia a bin den vigor efectivamente 23 di Juni. Pa empleadonan ganando Fls 20 of menos pa dia e regulacion awor ta stipula:

Beneficio di enfermedad pagable pa henter e periodo di tempo-di-trabao-perdi si e empleado ta hospitaliza durante cualkier parti di e tempo-di-trabao-perdi.

Beneficio di enfermedad pagable pa henter e periodo di tempo-di-trabao-perdi si e empleado ta malo mas cu tres dia.

Promer cu es cambio a worde adopta pa Staten Neerlandes, empleadonan no tabatin derecho ariba pago di beneficio di enfermedad promer cu di cuatro dia di trabao perdi.

Ley a establece e maximo di Fls. 10 pa dia como e base pa determinacion di beneficio di enfermedad pa empleadonan cu ta gana te Fls. 20 pa dia y a establece e empleado su pago normal diario como e base di beneficio pa esnan ganando Fls. 10 of menos pa dia.

Pues, bao di e ley, un empleado cu normalmente ta gana Fls. 18 pa dia lo ta eligible pa ricibi 50 por ciento di Fls. 10 of Fls. 5 pa dia si e worde hospitaliza; 70 por ciento of Fls. 7 pa dia si e worde TIQ (tratamento cas).

Un empleado ganando Fls. 8 pa dia lo ta eligible di ricibi 50 por ciento di Fls. 8 of Fls. 4 pa dia si e worde hospitaliza; 70 por ciento di Fls. 8 of Fls. 5.60 si e worde TIQ. Un cambio anterior a extende e periodo di pago di 10 te 52 siman.

Lago no a cambia e estipulacionnan pa su Plan di Beneficio pa Desabilidad. Empleadonan hospitaliza of TIQ lo ricibi e beneficiacion mas liberal pa cual nan tin derecho segun nan tarifa di pago y servicio bao di e plan. Pago di beneficiacion stipula bao di e regulacion nobo tambe lo worde haci.

Simeon Tromp

Simeon Tromp, an operator in Light Oils Finishing, died June 14 in Lago Hospital. He was 36 years old. A resident of Noord, he is survived by his wife and four children. Mr. Tromp had more than 18 years of service.

A booklet containing the complete series of articles on employee representation at Lago will be distributed in the near future. It will be available in both English and Papiamentu.